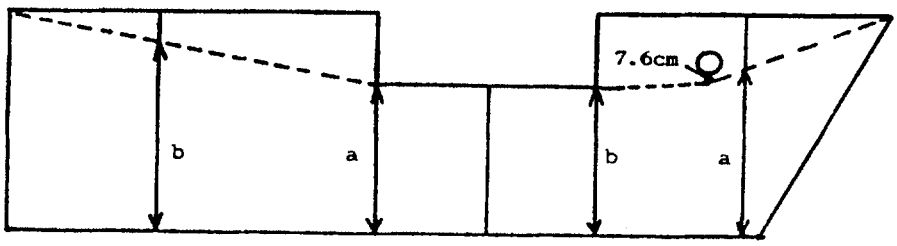
Figure 2 to § 179.220(b)

Freeboard Measurement -

Vessel with Stepped Bulkhead Deck and

a Port Light Below the Bulkhead Deck



(iii) if a vessel has an opening port light below the bulkhead deck, the line shown in Figure 2 to §179.220(b).

[CGD 85–080, 61 FR 971, Jan. 10, 1996; 61 FR 20557, May 7, 1996]

§179.230 Damage stability requirements.

A vessel which, in accordance with §179.212, must meet the requirements of §§171.070 through 171.073 in subchapter S of this chapter for Type II subdivision, shall also meet the damage stability requirements of §171.080 in subchapter S of this chapter.

[CGD 85–080, 61 FR 971, Jan. 10, 1996, as amended at 62 FR 51357, Sept. 30, 1997]

§179.240 Foam flotation material.

(a) Foam may only be installed as flotation material on a vessel when approved by the cognizant OCMI.

(b) If foam is installed as flotation material on a vessel, the owner shall ensure that the following tests are conducted and requirements are met, to the satisfaction of the cognizant OCMI:

(1) All foam must comply with MIL-P-21929C. The fire resistance test is not required.

(2) Foam may be installed only in void spaces that are free of ignition sources, unless the foam complies with the requirements of 33 CFR 183.114;

(3) Foam may be installed adjacent to fuel tanks only if the boundary between the tank and the space has double continuous fillet welds;

(4) The structure enclosing the foam must be strong enough to accommodate the buoyancy of the foam;

(5) Piping and cables must not pass through foamed spaces unless they are within piping and cable ways accessible from both ends;

(6) Blocked foam must:

(i) Be used in each area that may be exposed to water; and

(ii) Have a protective cover, approved by the cognizant OCMI, to protect it from damage;

(7) A water submergence test must be conducted on the foam for a period of at least 7 days to demonstrate to the satisfaction of the cognizant OCMI that the foam has adequate strength to withstand a hydrostatic head equivalent to that which would be imposed if the vessel were submerged to its bulkhead deck;